

# MXGP MAG

#35\_AUGUST 2016

Tim  
**Gajser**

Ryan  
**Dungey**

Gautier  
**Paulin**

Jeffrey  
**Herlings**

Evgeny  
**Bobryshev**

Marvin  
**Musquin**

Zach  
**Osborne**

Jason  
**Anderson**

Max  
**Nagl**

An aerial night photograph of a large, modern arena with a distinctive blue, ribbed roof. The arena's glass facade is illuminated from within, and blue neon lights run along the top edge of the building. The surrounding area is dark, with some city lights visible in the distance.

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## MONSTER GIRLS

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# EDITORIAL



**Giuseppe Luongo**  
**President of Youthstream Group**

Dear MXGP Friends,

This month I would like to tell you about a dream I had when I started following Motocross when I was 15 years old; like many Motocross fans I dreamed to see all the great champions of the moment racing together. With the aim of reaching this goal, when I started to be known as a promoter at the end of the 80's (after my first big event, the MXoN in Maggiora 1986) I decided to create a series of races with the top riders in the world (the best riders from America and from the 125, 250 and 500 World Championships). This series was held as Motocross, Supercross and beach races; it was the famous 'Masters of Motocross' with Johnson,

Ward, Stanton, Lechien, Larocco, Bayle, Geboers, JobÈ, Puzar, Everts, Emig and Van den Berk among other distinguished riders. Seeing all these champions race together was like a dream come true.

Then, over time and with the development of the MXGP World Championship and the Supercross World Championship in USA it has become almost impossible to have the top riders from the 2 World Championships compete together. We can see many at the Motocross of Nations but since the last few years we have missed the number 1 American and the concept I was thinking of was different than the MXoN; the idea of a teams' race like the Nations is great but I wanted to cre-

ate a race where each team has the capacity of winning because each team is made up of the best riders from the best Motocross and Supercross Championships in the world, and that's where the SMX project came from. SMX is a combination of the Masters of Motocross and the Motocross of Nations with an emphasis on the Manufacturers who are an essential part of our sport.

When we presented our project to the manufacturers and our main partner, Monster Energy, they loved it, so we started working on materializing it and the first step was to find the ideal venue; a stadium big enough to host a Supercross/Motocross circuit, a stadium which can be left open or be closed in case of rain and a stadium





located in a central region of Europe which can be accessed easily by plane, car or train. So taking all this into consideration we decided the most appropriate venue would be the VELTINS-Arena at Gelsenkirchen near Düsseldorf in Germany. The project began with us knowing the only way to organize the greatest event in the world would be by having the participation of all stakeholders, and we would like to thank all the manufacturers for demonstrating their trust in us and for believing in this project; last week Honda announced the full HRC team with Gajser, Paulin and Bobryshev, ensuring that the current leader of MXGP will be

competing. This weekend at the MXGP of Switzerland KTM has announced their team with Dungey, Musquin and Herlings and in doing so they will be bringing the 450SX World Champion, former 250SX World Champion and the current leader of the MX2 World Championship, and Husqvarna has also announced their presence with Anderson, Nagl and Osborne, the best Husky riders in the world. It couldn't get much better than that! And shortly Yamaha, Kawasaki, Suzuki and TM will be announcing their teams which each will be made up of the best MXGP, MX2 and American riders insuring fans the best grid of riders that exist on the planet.

The last event with riders of this magnitude was in 1991 with the Masters of Motocross, and finally this year on the 8th of October in the VELTINS-Arena in Germany the Monster Energy SMX Riders & Manufacturers Cup with all the top riders in the world will give us all an unforgettable night of hard core racing.

I want to extend a very special 'thank you' to Monster Energy, Honda, KTM, Husqvarna, Yamaha, Kawasaki, Suzuki, TM, FIM-E and all our partners, media and fans who have helped us in making this dream come true for all Motocross fans.

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# CZECH OUT THE BELGIAN FOXES

As we write the latest edition of the Fox Holeshot contest we do so with the summer breeze still blowing through our hair, the sounds of the waves crashing against the shore fresh in our ears and the smell of sun cream still lingering in our nostrils ... WAIT! What is this, a freakin' holiday report? Man, we may have had a 4 week break from MXGP but seriously, time off? Hardly! So before we go anywhere, let's just re-cap briefly as to who is top of the pile in this year's Fox Holeshot contest.

## MX2

As we went into the summer break, 5 riders were still in contention in the MX2 competition, with Jeffrey Herlings leading the way with 6 Black Plates. Max Anstie had accumulated 5, while it was a case of 4, 3 and 2 for Pauls Jonass, Dylan Ferrandis and David Herbreteau. However, no sooner had Herbreteau crossed the line for his 2nd successive Black Plate in Spain, the French teenager wiped himself out before the end of the first lap in Race 2 and we've not seen him since.

## Loket

So then we were down to 4 contenders and as we arrived in Loket for the MXGP of Czech Republic the biggest news of the weekend was that for the 3rd year in a row, the MX2 World Championship leader and leader of the Fox Holeshot contest was nowhere to be seen, as Jeffrey Herlings had broken his collarbone, AGAIN!

Fortunately for Jeffrey his closest rival Max Anstie wasn't feeling so trigger-happy in Loket and the Rockstar Energy Husq-





varna Factory rider failed to add to his tally of 5. However, Herlings' teammate Pauls Jonass was first over the Fox Holeshoot line in MX2 Race 1 but his weekend was over almost as quickly as he'd crossed the line, the Red Bull KTM pilot mistimed the step down at the start of Lap 2 and BOOM! The Latvian was out of the race and would not start Race 2.

Out of the 5 contenders then, what of Dylan Ferrandis? Well, the Monster Energy Kawasaki rider quietly went about his business and with 2 consistent starts, stayed out of trouble and picked up his first double-moto victory to claim his 2nd career GP win.

But what about the second moto, who grabbed the Black Plate? Well, after seeing his teammate collect one at Pietramurata, Trentino in Race 2, Brian Bo-

gers stepped up to the Black Plate and took his opportunity with both hands, and while it was the Dutchman's first, it was the second for the HSF Logistics Motorsport Team this season, and so Bogers joined Roberts Justs, Thomas Covington, Jeremy Seewer and Aleksandr Tonkov who also have taken one Fox Holeshoot this year.

#### **Lommel**

Going into Lommel then the top 5 were as they were: Herlings (6), Anstie (5), Jonass (5), Ferrandis (3) and Herbreteau (2) and on Friday morning it was announced that both the Red Bull KTM's of Herlings and Jonass would not line up for the Fiat Professional MXGP of Belgium which was a massive blow to the Austrian manufacturer. Davy Pootjes was already nursing an ongoing wrist injury, whilst fresh from out of EMX250 Jorge

Prado had been drafted in to bolster Red Bull KTMs defences, but to no avail. Prado would only go as far the qualifying race, and DP46 would pull out of MX2 Race 2.

When it came down to the business of the Fox Holeshoot Dylan Ferrandis notched up his 4th of the season in Race 1 but would not finish the moto after losing out to Brent van Doninck in a 50-50 tussle for the inside going onto Turn 7. Although DF4 picked himself up, he was out of the race one lap later, the amount of steam suggesting a damaged radiator as a result of the collision with BVD.

In Race 2 there was a newcomer to the 'Black List' as Conrad Mewse skilfully guided his Rockstar Energy Husqvarna over the Fox Holeshoot line albeit briefly, as the Suzuki World MX2 rider

# FOX HOLESHOT AWARD



MOTO 1  
**DYLAN FERRANDIS**  
MOTO 2  
**CONRAD MEWSE**

FIAT PROFESSIONAL MXGP OF BELGIUM | 31/07/16







Jeremy Seewer took control on the exit of Turn 2 where he led for 13 of the 17 laps on offer until he was forced to surrender the lead to Race 1 winner Max Anstie; the Brit dominated Race 1 and went on to secure a double-moto victory for what was his THIRD consecutive victory at Lommel and the first for Husqvarna.

Fox Holeshot Standings after Round 14 – MX2

Herlings 6

Anstie 5

Jonass 5

Ferrandis 4

Herbreteau 2

Justs, Seewer, Covington,

Tonkov, Bogers, Mewse - 1

## MXGP

After 12 rounds of competition it was Antonio Cairoli who was the clear leader of the Fox pack and the Sicilian was looking to head into double figures at Loket, the venue where he took his 50th career victory. But, wait! What was that? Did somebody just say that TC222 was back on a 350SX-F in Loket? Holy moly! Talk about mixing things up eh? Anyway, whatever the reason for the change, it didn't quite happen for Tony and the Red Bull KTM ace stayed put on 9 Fox Holeshots, for now at least.

As for the usually fast starting Max Nagl, well the German couldn't quite get his Rockstar Energy Husqvarna off the line either, but it didn't stop him from taking two race wins to cement his 9th career victory. But if we

had asked the German if he'd take the win or a Black Plate he would probably have said the former and so he remained on 6, three behind Cairoli.

The only other serious contender for Fox Holeshot glory after 12 rounds was Tim Gajser, who had collected 4 Black Plates going into Loket, and while his fellow Honda rider Gautier Paulin romped to his 2nd of the season in MXGP Race 1, Tiga Tim nailed his 5th one to the mast in MXGP Race 2 and was just one Fox Holeshot behind Nagl. The Slovenian led Race 2 but threw away a golden opportunity to claim the overall 5 laps from home with a costly slip that allowed Nagl to sneak through. And so the circus moved to Belgium.





## Lommel

With 3 GP victories to his name in 2010, 2011 and 2014 Cairoli was almost a firm favourite to make it 4 in Belgium but nothing is ever certain in this sport and that was never more evident than in MXGP Race 1 when Jake Nicholls took a chance with a daring move around the outside to out-fox his rivals to secure his first Fox Holeshot in MXGP by about half-a-wheel over Nagl. It was however, short-lived as the '12' led by Turn 2. As it turned out, the German managed to stay there for all 17 laps for his 3rd consecutive race win. The biggest news was that Tim Gajser racked up too many mistakes to place 15th, his worst result of the season and one that would keep him off the podium for the first time this season.

When it came around to MXGP Race 2 Nagl made no mistakes when it came to crossing the

Line, and duly collected his 7th Fox Holeshot of the season, but if he thought Race 1 was tough, then Race 2 left him bewildered as by the end of the second lap he'd already been pushed back to 5th. After crashing from 3rd on Lap 9 his hopes of back-to-back MXGP victories crashed with him, handing 3rd to Kevin Strijbos which along with his 3rd position in MXGP Race 1, was enough for the Belgian to claim an historic win on what was a great weekend across the board for Suzuki. Not only was it Suzuki's first GP win of the season, it was the first for Stefan Everts as Team Owner and the first for Kevin Strijbos in NINE YEARS. He was TWENTY-TWO the last time he stood on the top step of the podium at Lierop in 2007. His victory in Lommel was the 6th of his 'budding' career and the first 'home win' since Desalle's victory at Bastogne in 2013. Before

that we have to go back to Stefan Everts' win at Namur in the old MX1 Class in 2006, so it just goes to show that 'home advantage' does not always favour the home rider. It also goes to show that holeshots are great but they don't always mean race wins or overall victories. It's a shame it took King Kevin nine years to suss that one out. But you know what? What a great story and what a great day for Belgian motocross.

Fox Holeshot Standings after Round 14 – MXGP

Cairoli 9

Nagl 7

Gajser 5

Paulin 2

Guillod, Yamamoto, Bobryshev, Febvre, Nicholls - 1



# FOX HOLESHOT AWARD



**MXGP**  
MOTO 1  
**JAKE NICHOLLS**  
MOTO 2  
**MAX NAGL**

FIAT PROFESSIONAL MXGP OF BELGIUM 31/07/16







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# THE RENAISSANCE

"The changing of the guard" has, up until this moment, been the best way to describe the 2016 season, a season that has been a power struggle between former grand prix winners and current champions, all eager to hold the torch, or in the case of Antonio Cairoli, Max Nagl and Kevin Stijbos, not let it go.







Up until the MXGP of Czech Republic, round thirteen of the FIM Motocross World Championship, which took place on the rock-hard hill side of Loket, it has been the current champions, Tim Gajser and Romain Febvre who have been stealing the thunder week-in, week-out. Occasionally Cairoli has stepped up to the challenge in an attempt to snatch the envelope that is constantly being pushed by the young guns. He has led 111 laps this year to Gajser's 226, and sits second on that statistic. Unfortunately for Tony, none of those laps were led at the last two rounds, despite swapping his 450SX-F for his trusted steed, the 350SX-F, which is the same beast he won five of his eight world titles on.

### **MXGP of Czech Republic**

Only three riders managed to lead laps of the premier class at the MXGP of Czech Republic. Those riders were Tim Gajser, Max Nagl and Gautier Paulin. Tim led 17 and Max led 17 while Gautier only led 1 before being passed like he was standing still, which was unusual and the reason why remains a mystery to this day. Perhaps he has had a gut full of this season and is already waiting for the off-season to prepare for 2017. No one knows.

As for Max Nagl, he was the house-fire of Loket. He sparked up and took off at an uncontrollable speed and managed to resist the bucket of water Tim Gajser had for him. The rookie caught the

seasoned star late in the race and took a stab at taking the lead, but couldn't get the job done and eventually settled for second.

A downpour of rain right before the final moto of the day managed to calm the intense fire Nagl had burning, while it had no affect on Gajser, as he checked out for what should have been his fourteenth race win of the season. For the first 25 minutes of the race, it looked as though the 'Tiga' was 100% waterproof, but that idea got shelved when the Honda star lost traction in both wheels on an off-cambered part of the track, got on the gas but couldn't save it. Nagl, who was close enough to capitalize on such an error, took the lead and the checkers





for his first double doozy of the year.

Motocross can be pretty unforgiving at times. Ask Romain Febvre, who was forced to sit out for a month after a severe concussion being the result of a scary crash at the Fullback MXGP of Great Britain. Also ask Red Bull KTM Factory Racing's Jeffrey Herlings, who sat out the last two rounds of MXGP in Czech Republic and Belgium, due to on-going complications with his re-broken collar-bone. You can also ask his Red Bull KTM teammate Pauls Jonass who came up short on the step-down in Locket, fresh off of his first ever qualifying heat win, and also was ruled out of two rounds with concussion.

On the bright side, Febvre made a full recovery and lined-up at the MXGP of Czech Re-

public where he was on the pace all weekend but his hole-shot game let him down. Nevertheless, he landed on the box at his first race back, which is something he was pretty stoked about. And in MX2, as soon as The Bullet doesn't line up, the riders tend to be more throttle happy. Jonass spammed himself, while Ferrandis remained cool and calm and managed to top the box for the second time in his career, and the first time with a double moto victory.

Max Anstie finally came out of his shell and managed to string together two solid results for his second podium appearance of the season. Unfortunately for the Brit, who was darn impressive, it's in his pedigree to crash and he did so on the cusp of taking the lead from Ferrandis, which would have given him the overall. Instead, he hit the

deck while putting the move on the Kawasaki ace for the win. That dropped him back to the third step, which made room for Jeremy Seewer to stand one place above him in 2nd.

### **Fiat Professional MXGP of Belgium**

Going to the sandy chop of Lommel only a few days after racing in Locket is enough to make you question what you have done in your life to be summoned to hell. Locket is a blue-groove paradise with loads of elevation and nice jumps, while Lommel is just a brutal piece of industrial land, no hills in sight, only sea-deep sand that gets gnarly as heck. If you ever go to an MXGP at Lommel, do a track walk on Friday and then again on Sunday night. Your respect for the riders will increase by about 1000%. The track gets insanely rough.







Lommel feels like home to most of the paddock with the track being one of the most popular testing facilities in the world. Suzuki, KTM and Husqvarna, all have workshops based in Belgium, while Kawasaki is also not too far away, in Holland. Antonio Cairoli owns a house in Lommel, while Romain Febvre, Shaun Simpson, Max Nagl, Kevin Strijbos, Max Anstie and Petar Petrov also live close enough to be considered locals. Jeremy Van Horebeek and Clement Desalle are a little over one hour away, as is Evgeny Bobryshev. It's almost like a backyard race. No hotels required.

Although it's a very familiar track and location, it is said to be completely different on race day. They run it in the opposite direction than what it is throughout the year, which makes the bumps take a differ-

ent shape. Flow looks as though it's hard to come by, it's more a game of timing with most of the riders doubling or tripling the sand waves the entire way around the track. It's all about keeping the bike light and on top of the sand, you don't want that front wheel getting buried or it will pitch you faster than you can say... whatever you might say at that moment.

The bottomless sand is always a test of the best. It demands respect and if you choose to push the boundaries it will bite you in the backside, as the championship leader Tim Gajser found out. Gajser only finished fifteenth in race one after binning it, but he's a fast learner and bounced back with a win in the final moto of the day. Because of his disaster in the opening race, he missed the podium for the first time this year.

If there was any doubt about Nagl's ability to win a championship, he almost took back-to-back wins on two vastly different tracks. The German won the opening race in the dunes of Lommel with his all new, more aggressive approach. If it weren't for a crash in the second race, he probably would have won the overall. Instead it was Suzuki World MXGP's Kevin Strijbos who topped the box.

You can stop rubbing your eyes. You DID just read that! Kevin Strijbos hadn't won a grand prix since Lierop, The Netherlands 2007. But suddenly, that has all changed. Onboard a pretty-in-pink Suzuki that was running retro livery, a tribute to the 1992 Suzuki's, Strijbos finished third in both races to serve his Belgian fans up a home cooked GP win. The last time a Belgian won a home grand prix was back in 2013



when Clement Desalle won at Bastogne. Desalle was riding for Suzuki on that day; so it was the last home grand prix win for the team, too.

Before Desalle's home soil victory back in 2013, you'd have to go back as far as 2006 when Stefan Everts won in Namur. So you can only imagine the emotion on the podium that day, for Kevin and his first GP win in what would seem like an eternity, and for Stefan Everts, who now owns and manages Team Suzuki World MXGP, to mount the podium in front of his Belgian fans once again.

Winning races is a constant war; one that Antonio Cairoli is a soldier who is always on the front line. The Italian, who knows the track in Lommel like the back of his hand and openly

admits he does like riding there, was stressed to the max last weekend. He was frustrated with himself and even went as far as saying, "I am not happy with the way I was riding, on this kind of track I should be able to do much better." As a three-time winner in Lommel, more was expected of him.

Staying on the theme of winning, Rockstar Energy Husqvarna Factory Racing's Max Anstie won the MX2 grand prix of Belgium in Lommel for the third year on the bounce and gave Husqvarna their first ever win at that venue, while Suzuki World MX2's Jeremy Seewer hit a career milestone of his own when he went pole for the first time. Seewer also put to bed his sand riding demons with an impressive ride for second overall.

Meanwhile, Monster Energy Kawasaki's Petar Petrov got to experience the feeling of leading a grand prix, although he said it caused him to tighten up which cost him his first ever overall win. He still landed on the box though, for the second time in his career, in third.

So that's a wrap on rounds thirteen and fourteen, proving the former heroes are not quite done yet. For now it's back to the attack with two more rounds of MXGP left in Europe, Switzerland and The Netherlands, before we board the big bird once again and head for Charlotte, North Carolina, and the Golden State, California where the curtains will be drawn at the super rad Glen Helen Raceway.









# FIM Motocross World Championship

## Standings

### MXGP CHAMP. STANDINGS

1. T. Gajser (SLO, **HON**), 607 points
2. A. Cairoli (ITA, **KTM**), 504 p.
3. M. Nagl (GER, **HUS**), 490 p.
4. R. Febvre (FRA **YAM**), 464 p
5. E. Bobryshev (RUS, **HON**), 445 p.
6. J. VanHorebeek(BEL,**YAM**)417p.
7. V. Guillard (FRA,**YAM**), 292 p.
8. G. Coldenhoff(NED, **KTM**), 277 p.
9. C. Desalle (BEL, **KAW**) , 273 p.
10. K. Strijbos (BEL, **SUZ**), 264 p.



### MX2 CHAMP. STANDINGS

1. J. Herlings (NED, **KTM**), 597 points
2. J. Seewer (SUI, **SUZ**), 510 p.
3. P. Jonass (LAT, **KTM**), 403 p.
4. B. Paturel (FRA, **YAM**), 393 p.
5. D. Ferrandis (FRA, **KAW**) , 378 p.
6. M. Anstie (GBR, **HUS**), 366 p.
7. A. Tonkov (RUS, **HUS**) , 320 p.
8. P. Petrov (BUL, **KAW**) , 319 p.
9. S. Bernardini (ITA, **TM**), 294 p.
10. B. Bogers(NED, **KTM**), 280 p.

### MXGP MANUFACTURERS

- |              |                   |
|--------------|-------------------|
| 1. Honda     | <b>620</b> points |
| 2. Yamaha    | <b>556</b> points |
| 3. KTM       | <b>522</b> points |
| 4. Husqvarna | <b>505</b> points |
| 5. Kawasaki  | <b>374</b> points |
| 6. Suzuki    | <b>302</b> points |



### MX2 MANUFACTURERS

- |              |                   |
|--------------|-------------------|
| 1. KTM       | <b>660</b> points |
| 2. Kawasaki  | <b>527</b> points |
| 3. Suzuki    | <b>510</b> points |
| 4. Yamaha    | <b>484</b> points |
| 5. Husqvarna | <b>456</b> points |
| 6. TM        | <b>294</b> points |
| 7. Honda     | <b>264</b> points |

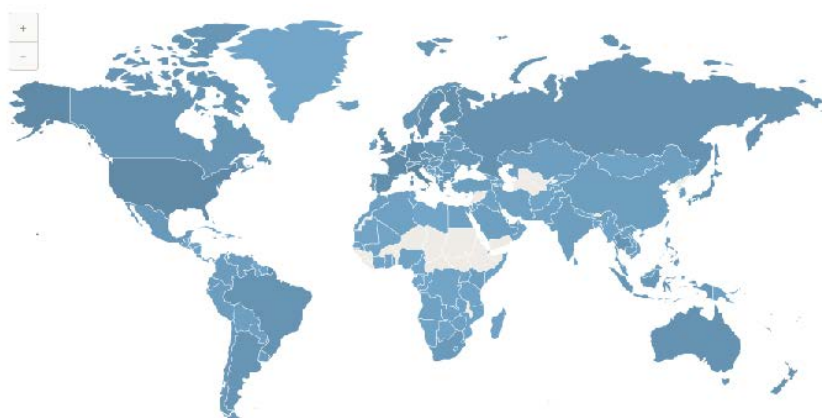
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Great fun @mxgp in Lommel  
today. Brilliant win for @  
MaxAnstie too

**@mikeranger303**

Great ride in both motos for  
max shame he couldn't have  
the reliability at the start of  
the season or he would a  
contender @MaxAnstie

**@motochris**

@mxgp #Lommel Satur-  
day Undoubtedly one of  
the gnarliest tracks in the  
world!

**@greg\_mccoy**

The MXGP Czech Republic  
track looks prime!! @mxgp

**We hit 700K Likes!**

Antonio Cairoli hucking it: 409,872  
People Reached: 86,596  
Video Views: 5,502  
Reactions, Comments & Shares  
Facebook LIVE test: 357,464  
People Reached: 11,196  
Video Views: 1,321



**Max Ansties hard charge  
in Lommel:**



**Nagl, Paulin, Gajser battle  
MXGP of Czech Republic:**





# BOOK, INSTAGRAM, YOUTUBE



**@jefro98**

@bogersbrian attack position.



**@incrediboy88**

Me and team Suzuki @lommel with Kevin strijbos and ben townley  
#motorcross #fan#suzuki #factoryteam #mxgp #mxgplommel #mxgp2016



**@anthonybrebant**

Attack style for @romain-febvre in 2nd Moto start.



**@valentinguillodfan**

There's a storm coming  
#VG92 #valentinguillod  
#mxgp #guillodstyle



**@motochris**

Smiles all round for Kevy @kevinstrijbos22 after his overall victory at the @MXGP of#Belgium in #Lommel on Sunday! What a weekend for the whole @suzukiworldmxgp

IN THE WORLD OF #MXGP







# SHOWTIME







With just under two months to go before the Monster Energy SMX Rider's and Manufacturers Cup at the VELTINS-Arena, Germany, riders names are now being released and boy, are we going to be in for a treat! The Monster Energy SMX Riders' and Manufacturers' Cup has always maintained that riders from both sides of the Atlantic will be eligible to compete in this unique event and when you see some of the names representing the manufacturers you will no doubt want to be there on the night to witness history in the making.

During the last two rounds of the FIM Motocross World Championship, three

teams threw their cards on the table with the announcement of the riders that would represent them. Honda were the first to show their hand; Tim Gajser, Gautier Paulin and Evgeny Bobryshev, followed by KTM with Ryan Dungey, Marvin Musquin and Jeffrey Herlings, and Husqvarna with Max Nagl, Jason Anderson and Zach Osborne. While Kawasaki, Yamaha, Suzuki and TM are yet to announce their team, these riders alone already have the world amped up for one of the biggest clashes of talent motocross has ever seen, perhaps the biggest since the 'Masters of Motocross' series, which had its final innings back in 1991.

The hype for this awesome event that is set to rock the world on October 8th, is already off the chart with most of Europe eager to see some of the best Americans in the world take on the best of Europe on an indoor circuit. With names like these, the Monster Energy SMX Riders' and Manufacturers' Cup is bound to be an event that will see confidence and pressure collide as some of the biggest names from across the globe attempt to conquer the world's first indoor motocross race.

Let's take a closer look:

#### **KTM**

KTM is one brand that doesn't hold back when it comes to world domination.



They have a habit of signing the fastest riders with the best shot at titles and they're out to win every event possible. With that said, it comes as no surprise that KTM have selected Ryan Dungey, one of the greatest of all time in both motocross and supercross, Marvin Musquin, the Frenchman who won back-to-back titles in the FIM Motocross World Championship before jumping the ditch to flaunt his insane dirt bike skills Stateside where he added a supercross title to his resume, and of course, none other than the fastest MX2 rider on the planet, Jeffrey Herlings, to represent KTM at the all-new Monster Ener-

gy SMX Riders' and Manufacturers' cup.

Between those three riders, they have four MX2 world titles, one AMA Motocross Lites title, three AMA Supercross 450 titles, three AMA Motocross 450 titles, two AMA Supercross 250 titles and four wins at the Monster Energy FIM Motocross of Nations. That is a whole lotta titles.

It is also worth noting that neither Ryan nor Marvin will be at the Monster Energy FIM Motocross of Nations or the Monster Energy Cup, so this will be their last public outing before Anaheim 1 at the start

of 2017.

Pit Beirer, KTM Motorsport Director: 'It is for us an outstanding event and for us it's definitely a chance for us to see our unique sport in a completely different style. We all love motocross and the traditional style of motocross but there is always something else to promote the sport to a higher level. We are really looking forward to this event and we, KTM and Husqvarna, want to support this event as good as we can.'

Giuseppe Luongo, Youthstream President: 'The last time we had a race like this where the best of







motocross and supercross came together was the Masters of Motocross back in 1991, with the top riders in the world; the best riders from America and from the 125cc, 250cc and 500cc world championships. This series was held as motocross, supercross and beach races, with Ricky Johnson, Jeff Ward, Jeff Stanton, Ron Lechien, Mike Larocco, Jean Michel-Bayle, Eric Geboers, Georges JobÈ, Alex Puzar, Stefan Everts, Jeff Emig and John Van den Berk among other distinguished riders. Seeing all these champions race together was like a dream come true.'

On October 8th it will be us that will get to witness something similar which is what makes this event so exciting.

#### HONDA

Honda was the first to reveal their stellar lineup, the same three guys that represent them in the world's premier motocross championship, MXGP, Tim Gajser, Gautier Paulin and Evgeny Bobryshev. Tim Gajser has been a showstopper in 2016. The nineteen-year-old has definitely shown the best in the world what's up in his rookie year! Not only has he taken charge of the premier class, he's done it with the sickest style on

the track and made a name for himself worldwide as one of the world's gnarliest scrubbers. That kind of stuff builds street cred like nobody's business. Gautier Paulin also has a sweet style on the bike, and is known to indulge in a bit of indoor racing every now and then. The Frenchman has got some serious skills and has the potential to be a threat for the win, as does the third of the three, Evgeny Bobryshev. Russian Bob is the titan of the team. He always digs deep, and charges hard all the way to the flag..

#### HUSQVARNA

Husqvarna also has an impressive line up of riders



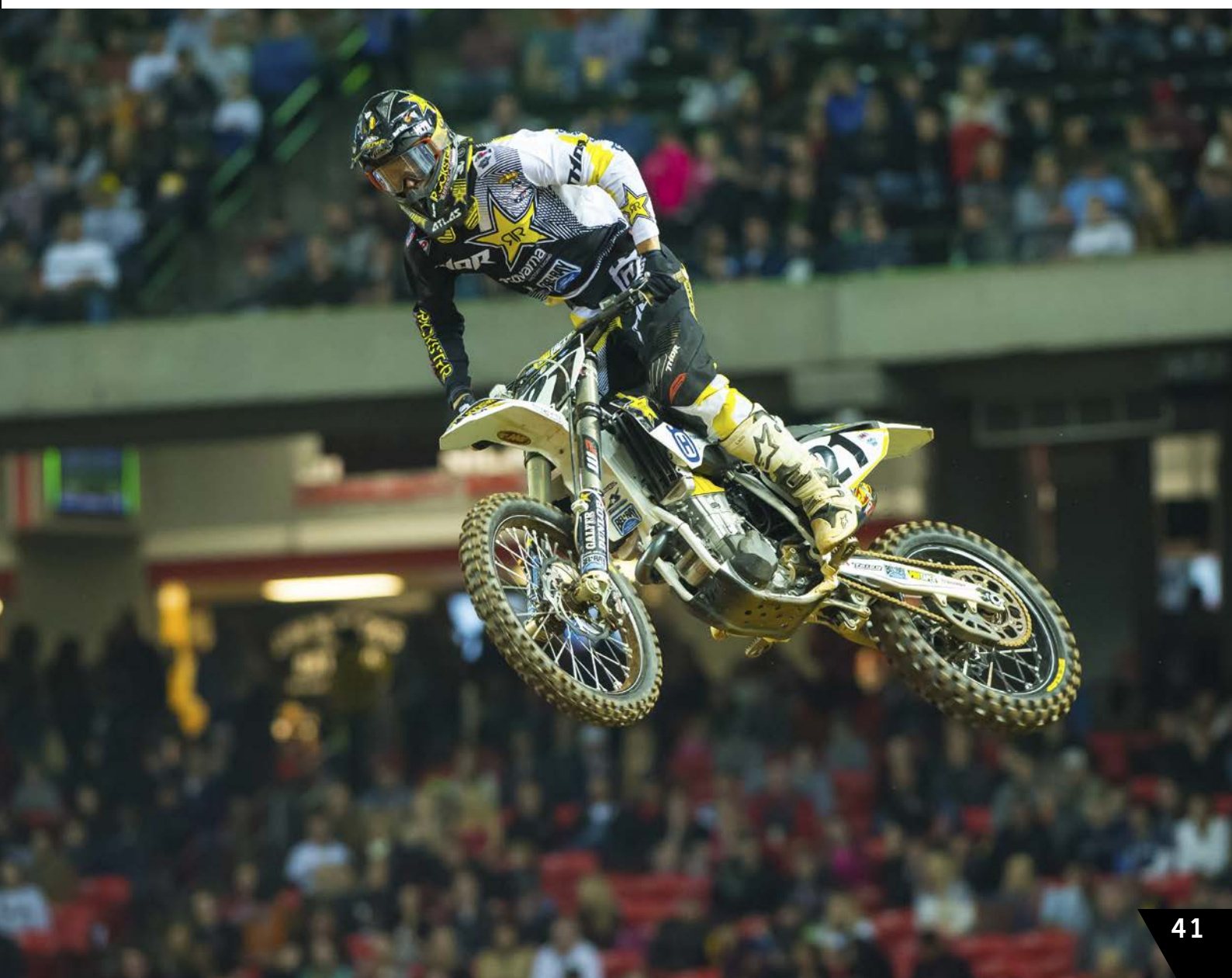
at its disposal, and they have selected Max Nagl, Jason Anderson and Zach Osborne to fly the flag for the white team. Naturally, Max Nagl will be one of the most popular on the line with the home crowd on his side. If the German's holeshot game is on point, the stadium crew might need to seek extra construction teams, as Nagl will definitely raise the roof with a holeshot or two. The other two riders will be making their way east from beyond the pond and you might have heard of them before. One of them was very popular during his time in MX2, even winning a round of the FIM Motocross World Championship in Turkey back in 2009 and goes by the name of Zach Osborne. Since

he returned home from Europe he has shown his willingness to succeed, especially in the indoor arenas. Expect Zach to be a big hit in Germany. The final rider lining up for Husqvarna will be El Hombre. That's right, you heard us correctly. Jason Anderson was on fire indoors this year winning two rounds on his way to 3rd overall in the supercross title race. No doubt about it, Ando is fast both indoors and out, and he is sure to be one of the main players in both the manufacturers chase and individual honours in the riders competition.

As for the event as a whole, the Americans may have the edge, in terms of racing at

night, inside a stadium with the 'showtime vibe', although the Europeans will feel more at home with the event taking place in Germany, a nation that has one of the richest histories in motocross. Suzuki, Kawasaki, Yamaha and TM will have announced their teams by the time MXGP returns to Assen for round 16 of the FIM Motocross World Championship but already things are looking tasty for the night of October 8th with some top names already nailed to the mast of the VELTINS-Arena. What are you waiting for? It's going to be a show you do not want to miss!

Buy your tickets NOW!





# JEREMY SEEWER: STAR ON THE RISE

2016 has been a break-out year for Team Suzuki World MX2's Jeremy Seewer. The Swiss rider, and quite possibly the nicest kid in the paddock, has stood on the podium no fewer than 9 times and is currently lying 2nd in the MX2 Overall Standings. For some, he might be the surprise package of the season but actually when you glance over his history you realise it's no fluke, it was just a matter of time.









### Little league

When asked about his first encounter with dirt bikes, it's actually quit surprising that Jeremy is even racing. His father René was a former Swiss multi-national motocross champion before switching to quads where he was also victorious, which usually means the offspring are all over it. Jeremy's older brother was already riding but Jeremy was never that keen, but like his sudden arrival in MX2 this year, it was only a matter of time:

'In the beginning I never wanted to ride actually, not because I was scared but as such a small kid I had not always the confidence to try it, but one day I tried it, I was 6 or 7 years-old and I went on the bike, a PW50, and I did really well straight away and I never wanted to get off it; it was so much fun, I was doing lap after lap and they had

to stop me to put in fuel, so it was a pretty cool moment.'

Like most kids, once they've experienced that feeling of freedom of bombing around on two wheels it's a moment they never forget, and as Jeremy pointed out himself, he never wanted it to end, so it was no surprise then that when he started racing shortly afterwards, he always wanted to do well. And that meant getting the better of his older brother.

'He raced before me actually and when we grew up together, we had the same bike at the same time, same kind of material but he was just, let's say, not that motivated to do that, to go running, to go cycling, to go practicing, to really work for it.'

When asked if that was his motivation to want to do well,

his reply was simple:

'Yeah, of course. It was always the motivation for me to beat him one day because he was one and a half years older than me, and I was always just behind him, and I remember still on the day, on the 65cc that I could beat him for the first time; that was like I did something and I was working so hard for it and yeah, that's how it went actually.'

If beating his brother for the first time felt like Jeremy's first victory, it was the perfect catalyst that shaped his belief that if he put his mind to it, not matter what, he could excel. After 18 months in the 50cc class Jeremy moved up to the 65's and he won his first Swiss title at the second attempt.

'In my second year on the 65cc I won the Swiss Championship on a Suzuki. Since



I went into the 65cc class I went to Suzuki and I haven't changed from the brand since. But riding the 65cc wasn't really serious then, it was just a hobby and when I went to 85cc small wheels, it didn't work out so well. However, when I changed to big wheels I did pretty well and I started to go to international races and it got more serious.'

But when you're doing something just for fun, isn't it a bit extreme to be going racing at international level, especially when your father is a mechanic by trade? It must have been a bit of a financial burden on the family dragging Jeremy all over Europe to race motorcycles, right?

'Actually, when I started to ride the 85cc class, I knew a guy living also in my town; he had a big Suzuki dealership.

His name is Denis Birrer, who is now also my manager. At that time, he already saw me and started to believe in me so he got me the bikes and organised some other sponsors for me, which meant we could get to some far away races and that's how everything started,' Jeremy explained.

'We were really lucky, and still nowadays I have three or four sponsors on my shirt from those days that started with me from the 85cc class to help me out with going everywhere because we had to invest a lot to go so far, like to the European races and stuff and we were really, really lucky to have those people behind me to have the money to be able to do it.'

Before long the young Swiss rider was done with the mini bikes and as he climbed fur-

ther up the ladder, it was inevitable that things would start to get a little more serious, and when you move into the 125cc class it doesn't get any more serious than that. Up until now, his 125cc days are where he had his best moments, placing 3rd overall in the EMX125 Championship in 2011, followed by 2nd in the FIM Junior World Championship at Cingoli, Italy shortly afterwards, where he also collected a race win. In the same way that his first victory over his brother back in the 65cc days marked a moment of significance, his win at Cingoli had exactly the same effect, and it's something he still remembers well and one that he knows also had a major impact on his career path.

'That day was a really special moment and it actually gave me a lot of opportunities with







Suzuki because until then we always did everything ourselves; we had a really good sponsor and our own little team let's say, and then it started to get serious. We got in contact with factory Suzuki after this and in the same year actually I had the opportunity to try the RM-Z 250 factory bike for the MXoN in 2011 at Saint Jean that year.'

And just like that, the kid from B,lach was up and running. A switch to the EMX250 Championship in 2012 saw Jeremy place 5th overall, but despite visiting the podium at the opening round behind eventual champion Mel Pocock, he missed the final two rounds because of other racing commitments. That podium though was enough to give him the

belief that he could realistically challenge for the EMX250 crown the following year in 2013, except he hadn't factored in the return to the class from another Swiss rider, Valentin Guillod.

'Yeah, the goal was to win the EMX250 championship in 2013 but that didn't happen; I have to say that Valentin came back after two years in MX2 at that time, he had a little bit more experience, he was a little bit better. It was a good year but I just couldn't win it, but my main focus was to get into the GPs and fight for the world championship.'

After finishing 2nd behind Guillod in 2013 most riders would have stayed another year to get the job done, but Jeremy

saw there was a bigger picture on the horizon, a move to MX2 and the FIM Motocross World Championship. It has so far transpired to be a well-calculated move and one that has seen him make major gains that continue to this day. In 2014, his first year in MX2, Seewer placed 10th overall. His best results were 7th overall at Maggiora, Italy, and in Brazil at the State of Goias. In his second year in MX2, Seewer had improved to 5th overall and finished on the podium on three occasions in Patagonia-Argentina, Maggiora, Italy, and in Sweden at Uddevalla; each time he was 3rd. What was even more impressive was that during his first full season in MX2 Seewer was still in school, mastering an engineering diploma and that meant that his









studies came first, and racing had to take a back seat.

'I was still in school the complete first year (of MX2). Last year I finished school right before the first GP and so I couldn't practice that well and now I am just really a pro and I can do what I want to get good, that's why I made other steps this year and I still feel I have something more in me to get better and better.'

Well, so far Jeremy's season has been outstanding. In Thailand at the second GP of the season he took his fourth career podium with 2nd overall, eclipsing the three thirds he'd collected the year before. Another milestone had been reached and it was the first podium in a run of six-in-a-row, with three of them 2nd, the other three being 3rd. Despite one or two wobbles

where bad luck kept him off the box in Trentino, Spain, Matterley and Mantova, he has maintained his grip on 2nd overall in the world championship standings, and whilst 2nd overall is nothing to be sniffed at you know deep down he would like to take a race win and taste the victory champagne.

'It's gonna be a goal of mine to win a GP; that would be a dream which comes true and I'm really looking forward to making it happen this year. Of course, it's not easy and you also need to think about the championship; it's not always easy to take the risk for the win and don't crash and think about the championship. It's a tricky situation, so you have to find the limit a little bit but for sure my goal is to win a GP this year, and yeah, otherwise I still have one more season next year.'

As we went to print Jeremy Seewer was lying 2nd in the MX2 standings, 87 points behind Jeffrey Herlings and 107 points clear of 3rd placed Pauls Jonass. With Switzerland being the next round of MXGP it is quite literally his home race – he lives 15 minutes from the circuit – you would love him to do what Kevin Strijbos did at Lommel. Whether that's a race win or the overall victory remains to be seen, but Jeremy Seewer is a believer; he knows that dreams can come true. He also knows that with hard work and determination anything is possible and the way things are going right now, he is on course for another year of progression and quite possibly a top three place in the world championship. That's why Jeremy Seewer is our rider of the month.





# MEET THE WHOLE FAMILY

Ph: EZIO TEMPESTINI



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# Victor Arbekov

## the Shooting Star

In the 1960's, riders from the URSS were some of the main competitors in the brand new 250cc world championship, along with the Swedish and Belgian riders. Torsten Hallman and Joel Robert were the first 250cc world champions, but Victor Arbekov became the first Russian rider to win a grand prix in 1964 and then a world title in 1965.

Born on the 8th of March 1942 in Podolsk, a city near Moscow, Victor had an interest in motorsport racing when he was young; his first experience was when he was ten years-old when a young rider put him on his bike for a few meters. He started his career as a mechanic, and entered his first race in 1956 on a home built machine and

won a national 125cc title a few years later.

However, Victor was also a serious student and attained a sports trainer diploma at the prestigious University of Leningrad. In 1961 he entered the military CSKA Moscow as a sport trainer, and then got the opportunity to race more events as a member of the Russian team, which was the only way to race outside the Soviet Union. During this period the most popular bikes in Russia were the Eso, Jawas or CZ built in Czech Republic and in 1963 Victor was selected for the national team to race the 250cc Grand Prix of Russia on a CZ, just like all the other Russian riders. He picked up some good results there and he was picked up

by the Russian government to represent the country in the 1964 series. He won his first GP in Eastern Germany and finished 4th in the series, and he was a strong rival for Torsten Hallman (world champion in '62 and '63) and Joel Robert (world champion in '64) before he finally beat both of them in 1965 in what was only his second full campaign.

He won five rounds in 1965 (Italy, France, Germany, Netherlands and Poland) of the 250cc world championship, and Victor had some great battles with reigning champion Joel Robert, the British rider Dave Bickers and Torsten Hallman; at the time only half of the results counted towards the final classification, and Victor





secured the title in Finland to beat Joel Robert by four points. He became the first rider from the Soviet Union to dominate an international series, so Victor Arbekov was treated as a national hero; he collected some famous awards, including some official diplomas and a Skoda offered by CZ as he made some great advertising for the brand by winning this world title.

The next two seasons Victor was again one of the top Russian riders, and despite winning some more GP's, he couldn't repeat his success. Still working as a coach and trainer in the military CSKA Moscow, he finished twice

the series in fourth position and raced his last season in 1968, scoring a ninth position in the 250cc world championship. He retired as a racer after only six world campaigns, but continued to train young athletes until his retirement in 1992 as lieutenant colonel in the army.

Victor Arbekov remains as one of the top Russian riders in the

History of motocross with Guenady Moisseev, who finally succeeded nine years after Arbekov, always in the 250cc class. With one world title, fourteen national titles and nine GP wins, Arbekov is the second best Russian rider in the history of our sport behind Moisseev, who won two titles and fourteen GP's in the 70's.

Text: Pascal Haudiquert

**1963: 20th in the 250cc world championship (CZ)**  
**1964: 4th in the 250cc world championship (CZ), winner of 1 GP**  
**1965: 250cc world champion (CZ), winner of 5 GP**  
**1966: 4th in the 250cc world championship (CZ), winner of 2 GP**  
**9th in the 250cc world championship (CZ), winner of 1 GP**  
**1967: 4th in the 250cc world championship (CZ), winner of 1 GP**  
**1968: 9th in the 250cc world championship (CZ)**



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# SMX Superpole deconstructed

Anticipation is starting to build for the Monster Energy SMX Riders' and Manufacturers' Cup that will take place on Saturday 8th October at the mind-blowing VELTINS-Arena, in Gelsenkirchen, Germany. Because this is a new race, and it has everything to do with teams, and also a HUGE cash prize, it has started its own silly season.

So far, Honda is the only manufacturer to have announced their line up, which isn't too shabby. HRC's General Manager Mr. Roger Harvey confirmed the team last weekend at the Fiat Professional MXGP of Belgium, "Our team needs no introduction," he laughed, "You may have heard of them, Tim Gajser, the kid leading the MXGP world championship, Gautier Paulin and Evgeny Bobryshev will be our official team."









Any sort of team event gets people fired up, and we don't mind jumping on the bench racing bandwagon every now and then, but unfortunately that's a feature for the next issue with a lot of teams waiting to see how the season pans out before counting their chickens.

In the meantime, we are going to clear up the qualifying system which will be referred to as the 'Superpole', since that's what it is called, and also the European SMX Cup, which is a class bought in specifically for the next generation of riders, aged 13 – 17 years old.

#### **Superpole. How it works:**

- Each team, Honda, KTM, Husqvarna, Yamaha, Suzuki, Kawasaki and TM, will select ONE rider to race the 'Superpole'.
- The ONE rider will qualify on behalf of the team; therefore the other THREE riders will NOT race the Superpole.
- The THREE guest riders will NOT race the Superpole, instead they will have the 8th, 16th, and 24th pick at the gate based on their best lap time in the second practice.
- All 7 riders selected to race the Superpole must be present in the starting zone at the time stipulated

on the Timetable.

- Each rider will go out on the track ALONE, where they will have to complete two laps as fast as they can. The first lap is a warm-up lap, the second lap will be timed and used to determine the starting positions for the three main events.
- The rider who sets the fastest time in the Superpole will reward his team with the 1st, 9th and 17th pick at the gate. The second fastest rider will entitle his team to the 2nd, 10th and 18th pick at the gate and so on.
- In the case of a tie, the team that had the better time in the second practice session will be granted the position.





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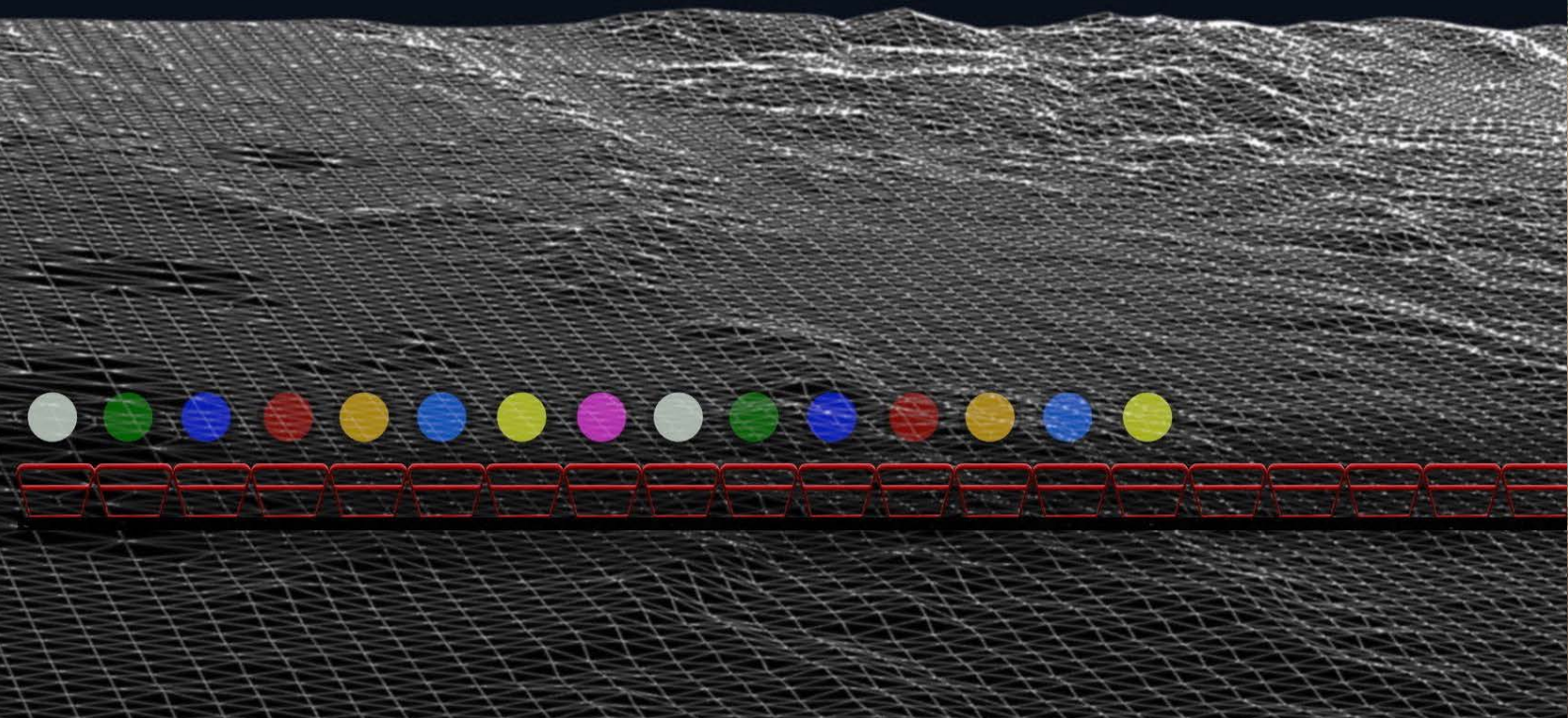
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If you still don't understand it, the MXGP-TV crew made a cool little video that will explain it to you in a different way. Watch it here and get in the know for this exciting new event that will add a twist to the already exciting motocross action we will have witnessed over the MXGP season, and the Monster Energy FIM Motocross of Nations.



In addition, 42 of the world's most talented 13 – 17 year-old 125cc riders will have the chance to showcase their speed and skill on the same track as their heroes in the European SMX Cup class. Do you want to

know more? We'll break it down for you:

- The selection of riders to enter in this class will be mostly based on the results from the European EMX Championships.
- 42 riders will be selected and divided into two groups by ballot, so there will be 21 riders per group.
- Bike capacity is limited to a minimum 100cc two-stroke, and maximum 125cc two-stroke.
- The riders will have two practice sessions. The first session is a 'free' practice, while the second session is timed. Lap times will determine gate-pick for the Semi-final.
- 21 riders will line-up for the Semi-Final, which will be an 8-lap race where the top 8 riders will go through to the Final.

- The riders who finish from 9th to 21st in the Semi-Final will race the LCQ, last chance qualifier.
- The LCQ will be a 6-lap race where the top 5 will go through to the Final.
- The Final will be a 12-lap race where the best young SMX rider will be crowned.

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# STEN LUNDIN'S

## 1961 LITO

Sten Lundin is perhaps one of the most important riders in motocross history and not just because of his 22 grand prix victories. Born in Sweden in November 1931 Lundin made a name for himself by being one of the most consistent riders on the circuit and from 1957 -1964 never finished outside the top three in the FIM 500cc Motocross World Championship, claiming the title twice in 1959 and 1961 for two different manufacturers. Or did he?

### A brief history

Towards the end of the late 1950's Monark became the first Swedish motorcycle manufacturer to throw itself 'into the ring' in the ever

increasing and popular world of grand prix motocross, and so rare and so special was this project that it was claimed that only a handful of race bikes made it to factory 'production' in order to go racing, meaning they were as factory as you were ever going to get. Sten Lundin was the recipient of such a bike and these bikes were so revolutionary that when Lundin signed to race for Monark in 1957 he was told he would get two bikes from the factory. But these were no ordinary machines and were completely hand-built, one-off pieces of machinery. Little did Lundin realise but when it came to taking delivery of his bikes the only one available to him at the time

was a 'hand-me-down' year-old bike that had already been through the mill in the hands of a rider by the name of Allan Eklund, and was anything but the finished article, but by 1959 Lundin had completely transformed his steed and turned it into a world-beater, handing Monark its first, and only 500cc world championship.

However, disaster struck the following season when Monark's Race Team Manager Lennart Varborn died unexpectedly and the Swedish manufacturer was forced to take the decision to withdraw from the world championship, never to return. Lundin would place second overall and was told he



could keep his race bike as a kind of parting gift, which worked out in his favour.

#### Green machine

With highly skilled engineers now out of work with the closing of the Monark factory a man by the name of Kaj Bornebusch, the owner of Monark, decided he would continue the building process, but with a difference. He had access to a multitude of left over parts and was able to build 'factory' bikes, which he now called Lito, and instead of producing them for the few, a bike here and a bike there, he produced a top quality motorcycle on a slightly larger scale. In reality, the Monark had initially been rebranded as a Lito and when Lundin heard of this he offered to paint his Monark green (the colour of the Lito) and run it as a Lito. Bornebusch agreed and the contract was signed. All of a sudden Lundin was now a Lito factory rider.

The bike that Sten Lundin would race in 1961 had been a work in progress. It started life as a Monark in 1960 and was an updated version of his 1959 title-winning machine. It was also the bike he would finish 2nd on in the 1960 500cc world championship.

The attention to detail was second to none and nothing was left to chance. Everything was built to Lundin's own specification and he also had a hand in building it himself along with the Monark technicians before the factory was forced to close in 1960.

One of the things that Lundin was most impressed with was the willingness by everybody to produce a winning bike at all costs. When the BSA gearbox became problematic for instance they switched to the more reliable AMC. Nothing was too much trouble and perseverance was not an option if problems were ongoing.

Ask anybody from that era about this bike and all would agree that everything about it was special. It was all hand-made. The handlebars were made by Lundin himself; so meticulous was he when it came to things being perfect. The triple clamps had a 36mm offset and the front forks were handmade by the Italian company Ceriani. All the internals were machined from billet aluminium and were the first forks made by Ceriani for a motocross bike.

The Ceriani deal came about after Lundin had snapped his frame at Gallarate, Italy, and an employee from the motorcycle firm MV Augusta offered to help fix it. The welder at MV also added strengthening gussets which Lundin chose not to include to save weight, but it was more of a benefit than a hindrance in the end when it came to reliability. It also transpired that his new Italian friend's fiancée was the daughter of Ceriani, the introduction was made and a new set of handmade forks was the result.

The rear shocks were British-made Girling units and the swingarm was a particularly spe-

cial item and took around three years to perfect.

The engine was the popular military engine from Albin but with a much higher compression cylinder head, with the compression ratio being 10:1. This alone meant that the fuel required to run it needed to be extremely high octane. The cylinder bore was chrome plated by Karl Schmitz in Germany and needed special pistons, which were also German made.

All the cases were sand cast and handmade. The gearbox was a 4-speed item and was initially produced by BSA but after reliability issues, switched to AMC. The carburettor was an Amal GP5 as it was smaller, easier to set up and offered up a better power delivery.

When it came to wheels, Lundin had a contract with the British-based Dunlop factory and they were also responsible for producing lighter rims, made from lightweight tensile steel, and whilst they were much stronger and lighter, they were also very expensive to produce. The size of the tyre was 400x19.

The fuel tank was a handmade item and made out of sheet aluminium. It was held on by a small strap and at Namur in his 1961 title-winning year, the strap broke and the only thing that held the tank in place was the fuel pipe. Lundin had to grip the tank with his knees thinking it would





fall off at any given moment, and with this in mind rode the race flat out to let everyone know that if he wasn't going to finish the race it wasn't for the lack of trying. The tank never fell off and such was his pace he had lapped Jeff Smith who placed 3rd. Smith would go on to win the 500cc world championship in 1964 and 1965.

Attention to detail with the brakes was also taken into account. The front hub was from Pranafa as it produced excellent stopping power but modifications to the rear brake were simple yet effective. Where other bikes ran a solid braking rod, the Lito ran a cable system so that if it ever got hit, it wouldn't break or lock up.

The footpegs were also hand made. If you look at the image you can see where the footpegs are mounted to the frame, and that the right one was made in such a way that it was curved around the exhaust pipe.

Noise regulations were a thing of the future in 1961 and the Lito ran without a silencer and by all accounts it sounded amazing and was quite literally like nothing else.

On his way to winning the 1961 FIM 500cc World Championship Sten Lundin won six GPs and took maximum points. But the win-history of this bike runs much deeper. If you take into consideration the 1959 Monark

that Lundin won his first title on and the 1960/'61/'62/'63/'64 bikes he used just being updated versions then the 1961 Lito can lay claim to having won no less than 17 Grand Prix victories, including the ones through to 1964 which was the same bike. Not only is that pretty impressive, it also proved how good the Monark / Lito was a motorcycle. To run the same bike from 1959-1964 is testament to that and was admired by the likes of Roger DeCoster, Joel Robert and Håkan Andersson amongst others as the finest bike ever built.

PHOTO CREDITS: Motocross Action: Terry Good and Tom White





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# Tiny but tapped









There are a few occasions every year where the world's fastest young 65cc and 85cc riders can wring the life out of their little mini bikes on the world stage. The European Championships EMX65 and EMX85 Final was one of those times as the event took place in conjunction with the FIM Motocross World Championship, at Loket, the track that hosted the MXGP of Czech Republic last month.

What did it mean for the kids to be racing at a round of MXGP? Everything! It meant they had an

opportunity to race alongside their heroes, literally, with the MXGP and MX2 classes tearing up the exact same track on the exact same day. It also meant they were riding in front of thousands of screaming fans with some of the biggest industry names watching. It also meant both races were on LIVE television, and that's not only the race highlights, the entire race was broadcasted LIVE with commentary on [www.mxgp-tv.com](http://www.mxgp-tv.com).

Over the course of two-days, which was how long the event was, the ambi-

tious youngsters were able to 'live the dream' and experience something similar to the life of a pro motocross rider. It has provided the stars of tomorrow with the opportunity to go to bed at night with a vivid image of what they want to do with their careers and where they want to be. It gave them a sneak peek at their futures, and it also gave us a sneak peek at what to expect and who to watch.

So who stood out? In the EMX85 class it was hands down the newly crowned champion Rene Hofer. The



young Austrian, who seems to be on the radar at KTM already, swept both races en route to claiming his first EMX title. In the opening race of the weekend, Hofer took a spectacular win over Sweden's Anton Nagy and Spain's Oriol Oliver, while in the second race it was the race one runner-up Nagy who shone for a couple of laps before spectacularly crashing right after the finish-line jump.

When Nagy went down Adam Kovacs, a little rip-

per from Hungary, started hooking gears and took over the lead before fading back to fourth on the last two laps of the race. At the checkers it was Hofer, who was in a league of his own all weekend, that took the win ahead of Italian Alessandro Facca and Spaniard Oriol Oliver. In the overall standings it was Oliver who uncorked a bottle of sparkling fruit juice on the second step while Facca rounded out the top three.

And then there was the

EMX65 class, which was arguably the highlight of the weekend. If you aren't familiar with the track in Loket, it is massive! On a 65cc it would feel like you're riding up and down Mount Everest as it is laid out over two steep hill-sides. There are jumps up the hills, and jumps down. The track is made out of clay, so it's rock hard with sharp edgy bumps. It is gnarly and would be daunting to the mere mortal.

Those kids aren't just mere mortals though, they're







little legends in the making and they took to it with ease. The stand-out rider of the weekend was a Latvian by the name of Edvards Bidzans. Bidzans didn't win the first race but he won the hearts of the fans, as he was the only rider to clear the downhill double after the finish line jump, which he had to hit wide-open each and every lap. While it looked sick, most parents who know how to go fast would tell their kids, "there are more corners on a

track than jumps, jumps don't win races", Bidzans slammed the door on that with an emphatic win in the second race, proving he is just as good at rut railing and berm blasting.

Taking home the silver medal was an Italian lad by the name of Matteo Russi. That kid was balls to the wall, absolutely pinned. He even crashed and still came home in third right on the rear fender of a Dutch star on the rise Sem de Lange, who rounded off the podium.

Words can't describe how awesome it was to see little bikes go so fast, and the amount of talent that is lingering around at the moment. Having the European Championships coincide with the FIM Motocross World Championship offers young riders and their families a distinct path to success. Now the next big event for these young guns will be the FIM Junior Motocross World Championship, which will take place in Orlyonok, Russia, this month. Stay tuned!



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Photo: R. Schedl

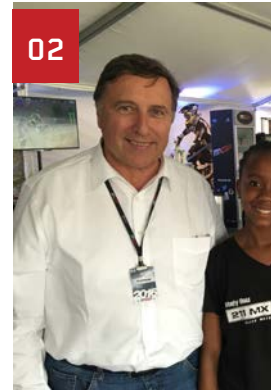


## Paddock Talks

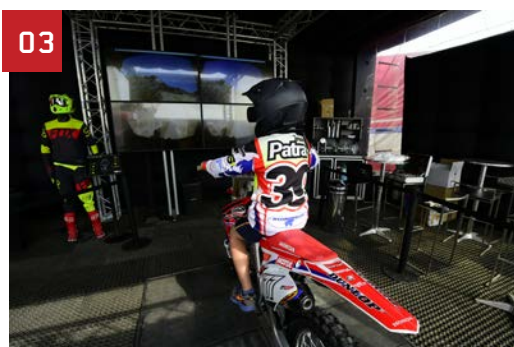
**01/**Our Nagl, Gajser & Febvre make their way through the fans on the back of the awesome MXGP Fiat



**02/**Professional FULLBACK Dr. Wolfgang Srb, Mr. Tony Skillington and Mr. Giuseppe Luongo are proud of this little girl from Africa, Tanya Muzinda, who is chasing her dreams of being a professional motocross racer.



**03/**The Fox Head Europe MXGP racing simulation is always a hit in the paddock



**04/**Pit Chat with Tim Gajser in Switzerland.



**MXGP**

**05/**YAY. MXGP2 The Official Motocross Video Game!

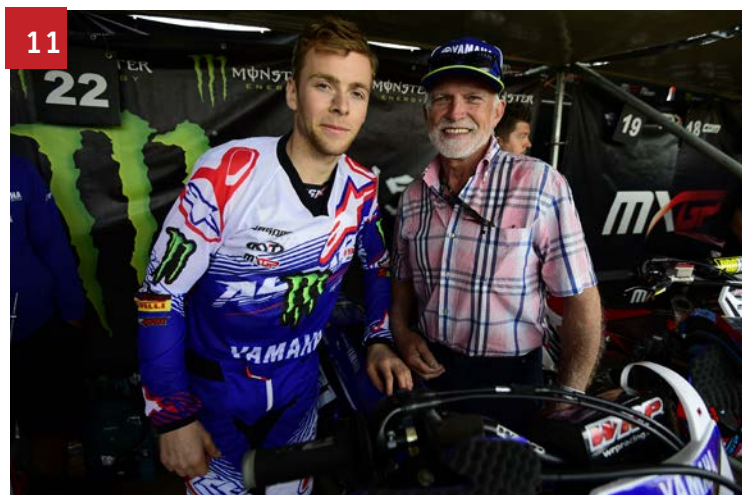


**06/**Gajser fans are taking over this year! It's always good to have them at the grand prix.

**07/**Jeffrey Herlings was on the line in Lommel, but not to race.







## Paddock Talks

**08/** Monster Riot! The Monster Girls were throwing Monster Energy SMX Cup T-Shirts to the crowd in Lommel.

**09/** Fiat Professional crew doing their thing at the Fiat Professional MXGP of Belgium.

**10/** Dakar winner, and thunder from down-under, Toby Price was out showing some appreciation for the dudes that now how to make shapes in motocross.

**11/** Romain Febvre sharing a moment with Dutch motocross legend Pierre Karsmakers.

**12/** This was a sweet surprise for Belgian fans. Kevin Strijbos topped the box at his home grand prix! It was his first win since 2007.





# QUESTIONS TO THE EDITOR

Dear MXGP,  
I'm very interested in the  
Monster Energy SMX Riders'  
Cup held at VELTINS-Arena.  
Are VIP tickets available ?

**Thanks,**

**Luc**

**Dear Luc,**

Thank you for your interest.  
Please follow the link below  
to purchase your VIP Pack-  
age.

<http://smxschalke.motocross-viptickets.com/en/13661-smx/>

**Best Regards**

**MXGP**

Hi MXGP,  
Are there any autograph ses-  
sions at the MXGP events ?

**Thanks,**

**Finn**

**Hi Finn**

At all the MXGP events some  
autograph sessions take place  
in the paddock. Follow MXGP  
Facebook Page during the race  
weekend to have more details.

**Regards**

**MXGP**

Hi MXGP,  
Where can I watch MXGP in  
Indonesia?

**Thanks,**

**Alfonso**

**Hello Alfonso,**

You can watch MXGP on Eu-  
rosport, FOX Sports Asia and  
of course [www.MXGP-TV.com](http://www.MXGP-TV.com),  
which includes the Saturday's  
races and qualifying races too.

**All the best,**

**MXGP**

Hi MXGP

Motors TV has gone from the  
UK. Is there any plans in the  
pipe line for MXGP to air on  
another channel?.

**Thanks,**

**Lewis**

**Hello Lewis,**

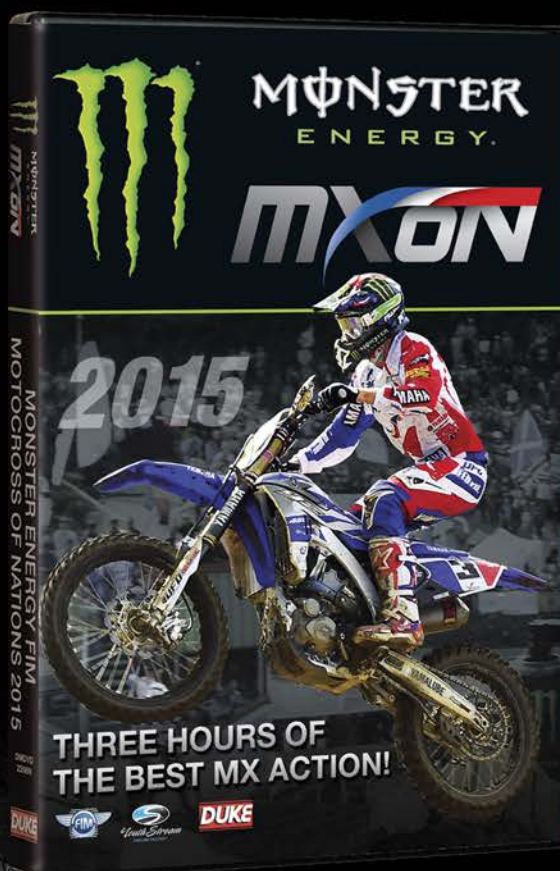
In UK MXGP is broadcast-  
ed on Eurosport, too. And  
don't forget you can always  
watch MXGP LIVE on [www.mxgp-tv.com](http://www.mxgp-tv.com).

**Best Regards**

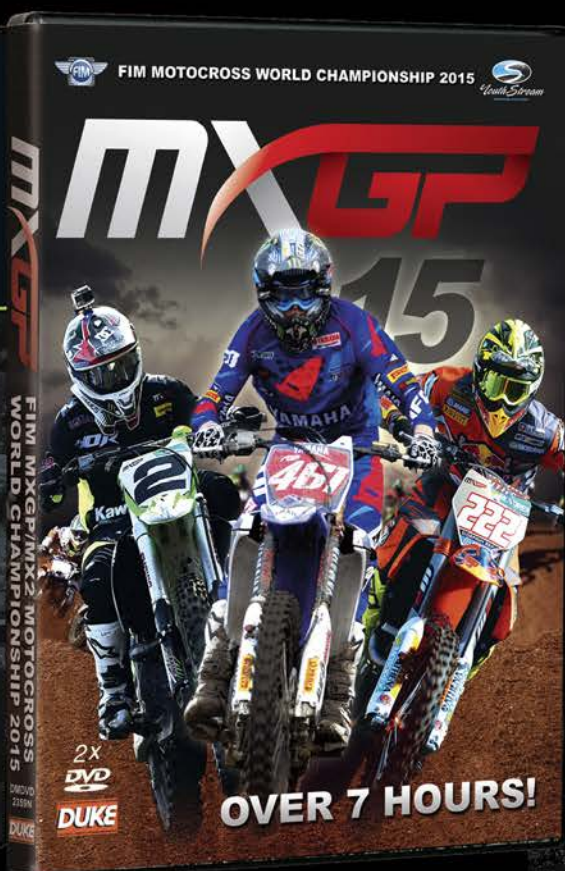
**MXGP**



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